

NUMBER 6510.

WASHINGTON, SATURDAY EVENING, OCTOBER 30, 1909.

PRICE ONE CENT.

ONE SUSPENDED,  
ONE IS DEMOTED,  
IN SURVEY OFFICEPerkins Separated From  
Place as Assistant Pend-  
ing Nagel's Return.GILBERT LOSES  
\$1,000 YEARLY PAYRefusal to Transmit and Act Upon  
Charges Cause Coast and  
Geodetic Changes.

By JAMES HAY, Jr.

Chain lightning hit the coast, and geodetic survey this afternoon in the shape of suspension and demotion of officials, and the formulating of charges against the general management of the bureau.

Frank Walley Perkins, designated "assistant" and acting superintendent of the bureau during the recent absence of Superintendent Otto H. Tittmann, is suspended without pay pending the return of Secretary Nagel, of the Department of Commerce and Labor, under which the survey is run.

John J. Gilbert, Inspector of Hydrography and Topography, is demoted from \$3,000 to \$2,000 a year. No charges have been made against Tittmann.

And the end is not yet.

## MOST SERIOUS CHARGE.

The most serious charge against the officials affected by the action taken by Assistant Secretary MacHarg, of the Department of Commerce and Labor, who is acting Secretary in the absence of Mr. Nagel, is that of suppressing official correspondence and running the bureau as if it were a "pocket affair," thus shielding certain employees when they should have been reported.

Perkins is directly charged with refusal to forward to the Secretary of the department certain charges made against the management of the bureau and with making evasive responses in reply to the attempts of the department to find out what was the matter with the bureau. Against Gilbert there is an additional charge of inefficiency.

## In Bad Odor.

The bureau is in bad odor with the department. Various stories of bad management and extravagance have come out recently. There have been reports of commanders of vessels under the bureau having their wives and families living on these vessels, which is in direct opposition to the regulations. Also, rumors have been heard of extravagant management and disposition of these vessels.

Inefficiency is alleged to have been promoted through the bureau by some of the officials playing favorites with the clerks.

For instance, when a report was made against a clerk, the official receiving it would not forward it if it happened to reflect on some person he liked; would not even put it on the files, but would consign it to the sweet oblivion of a pigeonhole in his own desk.

The last time that Messrs. Perkins and Gilbert figured in the public interest was when they had a fist fight in one of the corridors of the bureau's offices on New Jersey avenue. It was two summers ago in the heated spell of July when blood ran hot. The noon gong had just struck, and the two officials mistook it for the prize ring bell summoning them from their respective corners to the middle of the ring.

## Meet In Corridor.

They met in the corridor and at once proceeded to high and reverberating words to a fare-you-well. Each one

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## WEATHER REPORT.

The temperature has continued to rise in the central portions of the country, but unseasonably cool weather still prevails in Eastern sections.

The temperature will rise still further in the Middle States east of the Mississippi, and warmer weather will over-spread the Atlantic States.

FORECAST FOR THE DISTRICT.  
Fair tonight and to-day; rising temperature; light variable winds.

TEMPERATURES.  
8 a. m. 55  
9 a. m. 58  
10 a. m. 60  
11 a. m. 62  
12 noon 64

SUN TABLE.  
Sun rises 6:25  
Sun sets 5:01

TIDE TABLE.  
Today—High tide, 9 a. m. and 9:14 p. m.; low tide, 3:36 a. m. and 3:14 p. m.  
Tomorrow—High tide, 9:30 a. m. and 10:04 p. m.; low tide, 3:54 a. m. and 4:02 p. m.

CONDITION OF RIVERS.  
HARPERS FERRY, W. Va., Oct. 29.—Both rivers cloudy this morning.

Mantels, Neat, Pretty, for \$2.50.  
Frank Libbey & Co., 6th & N. Y. Ave.  
—Adv.

HUMPHREYS STOPS  
FALL OF BIPLANEYoung Lieutenant Shows  
Nerve When Motor Fails  
Suddenly.LIEUT. FOULOIS  
IS HIS PASSENGERBroken Tooth in Cog Wheel Causes  
Mishap—Aviators  
Unhurt.

COLLEGE PARK, Md., Oct. 30.—Lieut. P. E. Humphreys showed his nerve during an early morning flight at the aviation school at College Park this morning when, by his cool handling of the controls, he brought the biplane safely to the ground after the motor stopped suddenly in midair.

Neither Lieutenant Humphreys nor his passenger, Lieut. B. D. Foulis, were injured, or even shaken up. The biplane was not damaged at all, but it looked to the spectators as if the flight would have proved much more disastrous if the machine had been up higher. A broken tooth in one of the cog wheels of the magneto caused the near-accident. In some way or other one wheel had jarred loose. Probably this looseness caused the teeth, instead of slipping into place properly, to catch, and one was torn out.

Mr. Wright, back from a brief trip to New York, was not worried by the accident. He said that he can go up with one tooth missing from the cog wheel. He probably will send to Dayton for a new piece, but he put the old one back on the biplane shortly after the trouble. He expected further flying when the wind went down.

After two false starts Lieutenants Humphreys and Foulis got off at 8:42. They were flying evenly and expertly when the tooth broke. At the time the machine was at the west end of the field and was about thirty feet in the air. When the tooth broke the engine stopped. Lieutenant Humphreys kept his head, and although it looked for a second as if the biplane would crash to the ground, he pulled the controls in time, and after one dip it soared up again and then settled with only a little racket. If the machine had been up fifty feet higher, so spectators thought, it might not have come down so successfully.

Wright in his store clothes stood over a work bench in the shed afterwards and fixed up the magneto in the most fashion possible. He had nothing to say about the accident, except to say that the magneto was loose.

LETTER CONFIRMS  
THEORY OF SUICIDESamuel Collier Writes  
Friend to Care for His  
Family.

Evidence that Samuel Collier, an automobile repair man, committed suicide last Thursday came to light this morning through the finding of a note in his shop, at Fifth street and Stanton square northeast, addressed to William Whitehouse, in which Collier showed that he had planned self-destruction. He asked that his wife and babies be cared for.

The note, which was written by Collier shortly before he drank a quantity of acid, and which caused his death an hour later at Casualty Hospital, showed that, after repeated business failures, Collier despaired of success and preferred death rather than continue an unequal struggle.

Collier was thirty-eight years old and lived with his wife and two children, at 420 Twelfth street southeast. While working in his shop last Thursday he was suddenly seen to fall unconscious to the floor. He was taken to Casualty Hospital.

After an autopsy at the Morgue yesterday, a certificate of suicide was given. The verdict was disputed by Collier's family and friends, however, although the finding of the note this morning shows conclusively that Collier deliberately planned his death.

The note to Mr. Whitehouse, which was found between the leaves of the office day book, said:

"Do the best you can for my wife and little ones. Don't make things bad. Make things look as bright for her as you can. Tell all the people that I did the best I could and failed. Notify Mr. Shepherd to get his car."

According to Mr. Glazebrook, Mr. Collier had suffered financial reverses and was despondent. He was formerly engaged in the automobile repair business under the firm name of Collier & Baker.

John W. Collier, a brother of the dead man, now in jail awaiting trial on the charge of murder in the second degree, in connection with the shooting of Police Captain William William A. Matthews, will not be allowed to attend the funeral.

To try Piper Heidsieck chewing tobacco is to understand why it is sold in more stores than any other chewing tobacco.—Adv.

Mantels, Large Colonial, for \$4.50.  
Frank Libbey & Co., 6th & N. Y. Ave.  
—Adv.

HEARST IS FAVORITE  
IN POPULAR OPINION,  
BUT NOT IN VOTESEditor's Views Find More  
Favor With Public Than  
in the Past.GAYNOR FOR MAYOR,  
WITH FUSION BOARDPoliticians Believe Tammany Will  
Lose All But Head of Ticket  
in Coming Election.

By J. C. WELLIVER.

NEW YORK, Oct. 30.—With the municipal fall campaign winding up tonight, the summary of the situation is about this:

"Everybody" would "just like to see Hearst elected."

"Everybody" rather agrees that "Bannard is the best man running," "Everybody" strongly opines that Gaynor will win.

Hearst doesn't stand to get anything like the number of votes he got four years ago, and yet Hearst stands vastly better with this town than he ever did before.

## CITY'S ATTITUDE.

New York is willing to admit that he is pretty radical in his public views, but then it has been growing up to his radicalism. As to Hearst personally, nobody is now afflicted with the curious old notion that he is not a proper person to know, or eligible to respectable society.

Hearst is universally accepted now as an honest exponent of the cause of good government. "They say" that if elected he would make a good mayor. Nobody worth while said that four years ago.

## Hearst the Gainer.

No matter what happens in the coming election, Hearst is the man who will make a bigger gain out of it than any other man; whether he runs second or last; whether his candidacy serves the purpose of saving the board of estimates or not, Hearst will loom up as the one man who offered to sacrifice himself for the sake of doing something for the cause of rescuing the town from Tammany and graft, and for the doing of that he has received the endorsement of the "best element" so long aloof and suspicious of him.

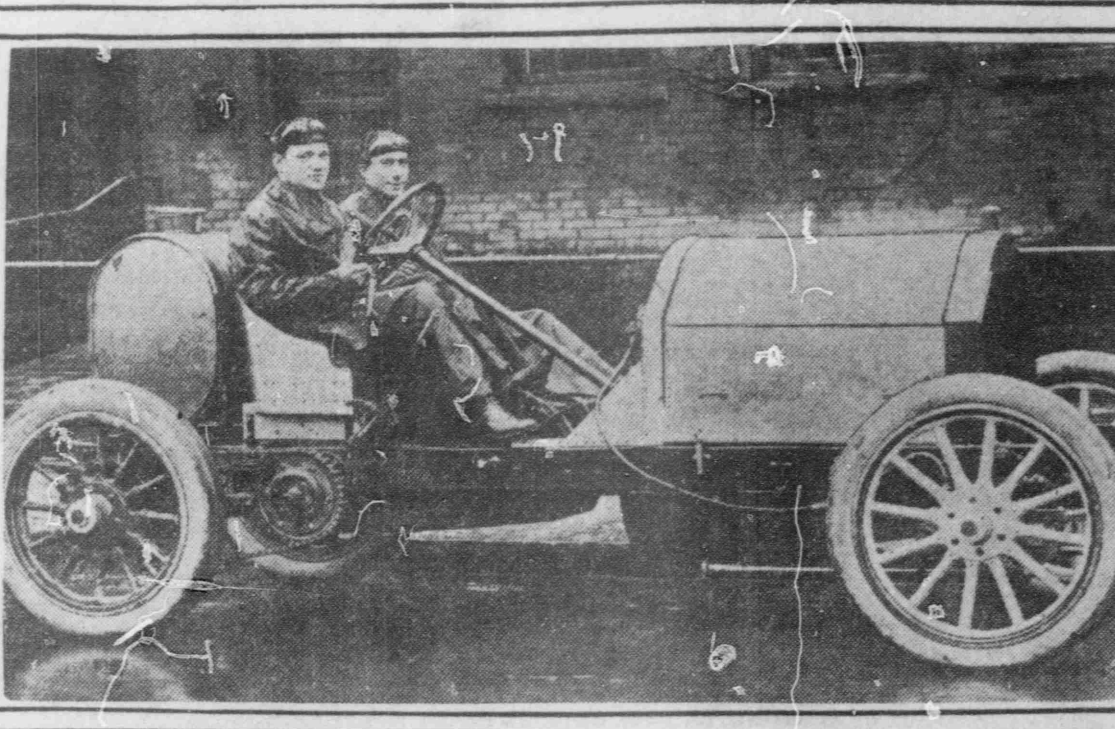
The current forecast today is that Gaynor will be elected mayor and that the fusion board of estimates will win. In that case Tammany will get the form but lose the substance of victory. The great Tammany fight is to save the board of estimate. Tammany, indeed, would trade off Gaynor to save its board of estimate, if it dared or could.

## Rouses Suspicion.

Charley Murphy's daily prediction that Hearst will run second, has caused some suspicious people to suspect that this very thing was in consideration. But the politicians all tell you that it is not possible to make such a trade. Tammany must save the board of estimate, if at all, by dint of an overwhelming vote.

(Continued on Second Page.)

## First Starter in Vanderbilt Cup Race



LEWIS STRANG AT WHEEL.

FIREMEN TRAPPED  
BY FALLING WALLSOne Is Fatally Hurt—Phila-  
delphia Business Block  
Is Destroyed.

PHILADELPHIA, Oct. 30.—Buried under falling walls, one fireman is dying and two others are in a critical condition as the result of injuries received in a \$75,000 conflagration today, which destroyed the upper floors of the Gandy block, on Kensington avenue, almost entirely destroyed the stock and equipment of seven business firms, and for a time threatened the destruction of the People's Theater.

The dying man is William Von Dusen, a hoseman. He sustained a broken hip joint, fractured leg, and internal injuries.

The other firemen injured are George Wagner, hoseman, fractured leg, severe burns and bruises.

Thomas Morrow, assistant foreman, lacerated skull and face.

MURDERER FOUND  
DEAD IN A SWAMPMiller Shot Himself Soon After  
Killing His  
Wife.

SOUTH BRAINTREE, Mass., Oct. 30.—The body of James E. Miller, who murdered his wife at South Braintree, Thursday afternoon, and then fled, was found this afternoon in a swamp not far from the scene of the crime. The murderer had taken his own life, bullet wounds in his head showing how he died.

CUBANS WELCOME  
DETROIT PLAYERS

HAVANA, Oct. 30.—Cuban baseball fans today welcomed the arrival of the Detroit club to begin the series of twelve games with Cuban clubs.

NEW ORLEANS READY  
TO GREET PRESIDENTThousands Throng Docks, and Warships Will Boon  
Out Welcome As Taft's Ship and Others of  
Fleet Round Into Sight.

NEW ORLEANS, Oct. 30.—Half the population of New Orleans is waiting at the water front at the foot of Canal street, for the arrival of the Presidential fleet today.

Upon the arrival of the Presidential fleet, the reception committee will at once escort the President and his party to the hall, where the first session with the deepwaterway convention will be held.

Lying at anchor in the harbor are the warships North Carolina, Montana, and New York, waiting for the President. The first intimation the city will have of the arrival will be the booming of the Presidential salute from the big guns of the war craft.

With President Taft's 1,200-mile trip down the Mississippi, the most remarkable of the great tasks of his transcontinental journey will be finished. He has spoken on all subjects that he had in mind when he started, has familiarized with the irrigation, industrial and economic problems of the West and paid his long promised visit to Texas and his brother's great ranch.

The concluding days of his journey, which he will spend in the State of Alabama, Georgia, the Carolinas, and Virginia, will be devoted mainly to cordial greetings of his Southern friends. Including the speech at Baton Rouge last night Taft has delivered 230 addresses to the people since leaving Beverly September 14.

Boomers of the project, discussing the trip before the fleet, added, say that the journey has not been an unmitigated triumph. Those who profess to know the Executive's mind declare that he has been deeply impressed with the need of the deepening of the channel, but that he has not been convinced that the plans suggested are feasible or that the cost would be commensurate with the results.

MOLASSES BLAMED  
FOR DEATH OF CHILDLittle Colored Girl Dead, and  
Eight Ill at Children's  
Home.

BALTIMORE, Oct. 30.—Fermented Port Rican molasses is said to be responsible for the death today of one child and the serious illness of eight others at the Maryland Home for Colored Children, 1541 Druid Hill avenue, this city.

Alice Green, three years old, is the child that is dead. Cornelia Baldwin, of the north-western district, is investigating the case. Dr. Harry S. McCord, colored, diagnosed the case as being caused by the fermented molasses and medical authorities are paying a great deal of attention to the case. The case is one of the most unusual brought to the attention of local police.

NEWS OF TOWERS  
DEATH A SURPRISEWashington Mourns Demise  
of Veteran Official in the  
Forestry Service.

News of the death of Harry Towers, a lifelong resident of Washington, at an early hour this morning caused surprise and sorrow today.

Mr. Towers died at his residence, 1432 Belmont road, shortly past midnight. He had been ill since July, having been attacked while in Maine on his annual leave.

"Uncle Harry," as he was known among the hundreds of his fellow-employees, had been purchasing agent of the Forestry Service for a number of years. Prior to that time he was identified with Washington banking interests. He is a brother of Lem Towers, Jr., the well-known insurance man. He is also survived by a sister, Miss Julia Towers.

Officials at the Bureau of Forestry said this morning that Mr. Towers was one of the most popular men ever connected with the Government service. He was noted for his charitable inclinations.

A yearly custom was the donation of a Christmas tree and its accompanying gifts to the several hundred little children of his acquaintance.

The body of Mr. Towers will be buried in Congressional Cemetery Monday afternoon. The funeral will take place from the late residence at 2 o'clock, the Rev. F. B. Howden, of St. John's Church, Georgetown, assisted by the Rev. W. T. Snyder, of the Church of the Incarnation, will officiate.

GERMAN EMPEROR  
HONORS EDUCATORS

BERLIN, Oct. 30.—Kaiser Wilhelm, a brilliant suite of court officials, and a distinguished company of German educators, attended Berlin University today to hear the New American exchange professors deliver their inaugural addresses.

The new Harvard professor is William Charles Moore, and the new holder of the Roosevelt exchange professorship is Prof. Benjamin Ide Wheeler, president of the University of California.

The Kaiser as usual, defied all court precedence and took a seat on the platform with the two professors. He talked with them occasionally during the formal program.

## LIVED WITH BROKEN NECK

URBANA, Ill., Oct. 30.—After playing football with schoolmates on October 12, Orville Sullivan, thirteen, was said to be suffering from scarlet fever. He died and it has been found that for sixteen days he had been suffering from a broken neck.

Doors for Oil Finish—Finest—\$2.25 apiece. Libbey & Co., 6th & N. Y. Ave.  
—Adv.

GRANT, IN AN ALCO,  
GETS FIRST PLACE  
IN VANDERBILT RACEFiat, Driven by E. H. Parker,  
Second to Finish 278.08  
Mile Course.DECLARE "NO RACE;"  
ONLY TWO IN FINISHProtest Is Made, Which Gets Place  
for Grant's Auto, Then Comes  
News of "No Contest."

PRESS STAND, Motor Parkway, L. I.—Henry F. Grant, No. 8, in the Alco car, finished first in the Vanderbilt cup race today, but after a protest following this announcement came the news that the race had been declared off for the reason that only two cars had finished.

Grant's time for the 22 laps, a total of 278.08 miles, was 4 hours, 25 minutes, and 42 seconds.

## FIAT CAR SECOND.

The Fiat, No. 14, driven by E. H. Parker, took second, the time being 5 hours, 30 minutes, 38 3-5 seconds. Joe Matson, in Chalmers-Detroit, No. 45, and the Massapequa Stake race. The time was 2 hours, 9 minutes, 52 3-5 seconds.

Ray W. Hartman, of Marlboro, No. 32, won the Worcesterville race. His time was 2 hours, 15 minutes, 21 2-5 seconds.

Just before the British of the race lap a dispute arose which threatened to cause the contest to end in a ugly row. The scores of the Alco car claim that the official scorers had made a mistake and introduced one lap from their car's record.

Protest was made to Referee Vanderbilt and an inspection of the score sheets showed that the claim of the Alco people was correct.

Promptly at 9 o'clock Brown, in a little 25-horsepower Chalmers-Detroit, was sent away by Starter Wagner, and with a cheer from the grandstand, the Massapequa Sweepstakes was on.

At intervals of fifteen seconds the other five entrants in the event, Alsey in a Hudson, Matson in a Chalmers-Detroit, See in a Maxwell, Costello in a Maxwell, and Doorley in a Maxwell, were sent away. Fifteen seconds after the last car cleared in the Massapequa, Moonson was sent away first in his Marmion in the Wheatley Hills event. At intervals of a quarter of a minute the other four cars were sent away.

A moment intervened, and at 9:04 Lewis Strang shot his 60-horsepower Fiat across the line, and the big event of the day, the Vanderbilt Cup race, was on. Mitchell, in a Simplex, was second off, and Hearn, in a Fiat, was away third.

The others were started in the following order: Mitchell, Hearn, Knox, Harding, Knipper, Grant, Lorimer, Merz, Aitken, Stillman, Parker, Chevrolet, Wisheart, and Seymour.

Others Get Away.  
Harding in the Apperson; Knipper in the Chalmers-Detroit; Grant in an Alco; Merz in a National; Stillman in a Marmion; Parker in a Fiat; Chevrolet in a Buick; Wisheart in a Mercedes, and Alas Seymour in an Isotta-Franchini.

At the time of the start of the main event the long grandstand, which in previous years has been packed to suffocation, was not more than one-quarter filled. There was a surprising scarcity of women spectators, and even in the boxes there was a noticeable absence of furs, feathers and finery, which in years past have made the Vanderbilt Cup race an event second only to the horse show as a picture of fashion and femininity.

Joe Matson in a Chalmers-Detroit, the third starter in the Massapequa Sweepstakes, was the first man to negotiate the course, and a moment later Brown in the other Chalmers-Detroit flashed by. Mitchell in his Simplex was the first in the Vanderbilt Cup to make the circuit, completing the initial lap in 12:31 1-5.

Hearn Is Trouble.  
On the first round Hearn in a Fiat had trouble with his engine, and pulled up in front of the pit for repairs. He was delayed for several minutes.

In the early rounds of the contest, with the cars in all three events still in the running, the spectators in the grandstand were treated to several spectacular brushes as two and three cars at a time flashed by almost abreast and crowding each other for position on the narrow parkway course. In a number of instances their hubs almost touched. The cars whizzed by in such rapid succession that the official timers were wholly unable to keep up with their work, and the announcement of the official times were very slow.

Records are Doomed.  
When Knipper completed his third lap in 10:50 it was evident, however, that the records were doomed to go by the board.

The first car to go out of the race was

Doors of Any Kind of Wood.  
Frank Libbey & Co., 6th & N. Y. Ave.  
—Adv.

Mantels, A Hundred Styles, from \$2.50 to \$4.50 apiece. Libbey & Co.—Adv.

Doors, Ordinary Kind, for \$1.50 apiece. Frank Libbey & Co., 6th & N. Y. Ave.  
—Adv.

Doors, Like Everybody Uses, \$1.50 apiece. Frank Libbey & Co., 6th & N. Y. Ave.  
—Adv.

Doors for Oil Finish—Finest—\$2.25 apiece. Libbey & Co., 6th & N. Y. Ave.  
—Adv.